THE CHIEF SECRETARY SHARPLY QUES-TIONED IN THE COMMONS.

ME PARNELS PROTESTS AGAINST THE USE OF BATTERING-BANS IN EVICTING

TENANTS IN IRELAND. don: April 12.-In the House of Commons de evening Professor Stuart (Radical) asked Mr. Balfour, the Chief Secretary for Ireland, whether the circular sent to the Irish police directing them to cellste all secret information regarding the doings of members of the National League was deto aid "The Times."

fr. Balfour replied that he made it a rule neither own nor to deny the truth of allegations regarding the issue of secret circulars.

Mr. Parnell demanded a straightforward answer. The circular, he said, was a fact. If it was intended for Government purposes, Mr. Balfour had nothing to conceal. His refusal to explain implied that there was something to be ashamed of. (" Hear, hear!") The use they made of the circular proved that the Government was not neutral oward the Commission investigating "The es's" charges. They were the prosecutors beind " The Times."

Referring to the use of battering-rams in enforcing evictions in Donegal, Mr. Parnell protested gainst such cruelty and barbarity.

Mr. Balfour ignored the question regarding the secret of cular. Regarding the battering-rams, he held that it was necessary to use them, as the enants had built elaborate fort-works inside their

William Vernon Harcourt described the Fir William Vernon Harcourt described the policy of Mr. Balfour as one of extermination. Government remedy for suffering tenants was to level the poor people's houses with batter-

ible for that. They had substituted warbetween landlord and tenant for friendly ions, based upon recent laws, which put are between landlord and tenant for friendly lations, based upon recent laws, which publish tenants in a more favored and protected exition than any people in the world. Evictions were not taking place because tenants could not ay their rent, but because they would not do a. Sir William Vernon Harcourt seemed to preer that policemen's heads be battered in to see a door broken.

THE TRIAL OF GEN. BOULANGER BEGUN. INTERESTING PROCEEDINGS AT THE SESSION

OF THE FRENCH SENATE! Paris, April 12.-When the Senate met to-day the ient read the decree constituting that body a President read the decree constituting interest tribunal for the trial of General Boulanger, Count

Dillon and M. Rochefort. The Procureur-General, Quesnay de Beaurepaire, then read a statement setting forth the grounds upon which the prosecution of the accused men is based. When the reading was finished the Senate went into session and the public withdrew. The trial of General Boulanger and his associates was then for-

The Senators had been requested to appear in evening dress for the occasion. This request was ig-nored by the members of the Right, all of whom wore frock coats. The members of the Left were attired ning dress and wore white cravats.

The following Commission has been appointed to induct the trial of General Boulanger and the other accused persons: Senators Merlin, Cazot, Cordelst, rieux, Munier, de Marcere, Demole, Lavertujon, ellet and Humbert. Assistant Commissioners have also been appointed, who will replace their cel

also been appointed, who will replace their col-leagues on the regular Commission if necessary. The Assistant Commissioners are Senators Garrigat, Duso-tior, Deveile, de Rosfere and Testellin. Senator Delbreil will not attend the trial. He holds that a political body like the Senate has no right to try a delegate of the people. He dealarse from the trial is a revolutionary measure and a defiance of universal suffrage. Senator Leon Remault will also abstan from participating in the trial. A motion from the Right, declaring that there was no ground for a judicial inquiry into the conduct of Boulanger, was rejected by a vote of 200 to 5d. The Senate theor resolved, by a vote of 200 to 5d. The Senate theor resolved, by a vote of 210 to 55, to proceed immediately with his trial. Thereupon the doors were respend and the public session was resumed. M. Leroyer read the decree authorizing the Senate to sit as a court and directing that the trial proceed.

London, April 12.-The Derby spring meeting opened to-day. The race for the Sudbury Stakes of 760 sovereigns, for two-year-olds, about five furlongs, straight, was won by J. H. Houlds colt Carrick, by Springfield, out of Rozelle. with Lord Calthorpe's bay filly Heresy second, and Lord tings's bay or brown filly Pink Pearl third. were twelve starters.

race for the Welbeck Stakes (handleap) of 1,000 sovereigns, for three-year-olds and upward, distance about five furlongs, straight, was on by Mr. Abington's three-year-old bay colt Ma Bill, by Carnellon, out of Sword Knot. Heary Mil-ner's three-year-old chestnut filly Athol Lass was second, and G. Cleveland's four-year-old bay colt Albertus, by Albert Victor, out of Velindra, was third. There were nineteen starters.

A CANADIAN RECIPROCITY RESOLUTION; Ottawa, April 12.—The Senate finished the debate at 1:30 o'clock this morning, on Senator Work's resolution to the effect that it would be unjust to the United Kingdom to levy higher duties on goods imported thence than on goods of the same character imported from any foreign country, and Mr. Abbott's amendment was adopted instead by a vote of 36 to 11. The amendment is to the effect that it would not be in the interest of Canada to establish an entire reciprocity of trade with any foreign nation upon any condition that would restrict, with regard to others, entire freedom of action by this country in protecting its own industries, in dealing with its own sources of revenue, and in regulating its own foreign trade, or that would make necessary the adoption of duties discriminating against imports from while at the same time any measure for securing reciprocity of trade with any foreign country in such of the products of the trade of the country as may be freely interchanged with advantage to both would seceive the favorable consideration of the House.

CONGRATULATING THE NEW REGENT. Luxemburg, April 12.—The ex-Duke of Nassau has received a number of telegrams congratulating him agon his assumption of the Regency of Luxemburg. Emperor William of Germany, the King of Saxony. Emperor Francis Joseph of Austria, and President Cargot, of France, also send congratulatory messages.

The Regent gave a banquet in the Palace this eventure, in honor of the mambars of the company.

In Regent gave a bacquet in the Palace this even-ing in honor of the members of the Chamber of Deputies. In proposing a toast to the King of the Retherlands, the Regent, after expressing a hope for his speedy recovery, said: "I lost my country twenty-three years ago. Now I have found a new country. hay God instruct me in the conduct of her affairs, so that all that I may do shall be for her welfare. I hope the words, 'Wir wellen bleiben wat wir sin,' will reach the hearts of the people of Laxemburg."

RESCUED SAILORS BROUGHT TO PORT. London, April 12.—The German bark Emille, Cap-ten Ohling, which left Pensacola on March 2, for Brake, was abandoned April 7 in latitude 48 north to 19 west. Three of the crow were drowned.

The others arrived here to-day.

Baltimore, April 12.—The steamship Pirate, Captain J. W. Graham, arrived here at 1 o'clock this morning having on board a shipwreeked crew of four men of the schooner Richard W. Denham, of Bath, Me. The Denham was dismasted and loaking and was set on fire when abandoned.

THE MATTHEW ARNOLD MEMORIAL. London, April 12.—At a meeting of the Committee on the Matthew Arnold Memorial, it was announced that 7,000 pounds had been subscribed. Of this, 200 pounds has been set apart for a bust of Arnold, to be placed in Westminster Abbay, and the remainder will be invested for the benealt of the widow.

THE SUGAR MARKET EXCITED. London, April 12.—Owing to reports that the Cuban gar crop is short, and that the streng of sugar on the uthent are held in a few hands, the market here is slied and the prices are advancing.

THE SPRING SWARM OF IMMICRANTS.

orden, April 12.—Fitty-three hundred smigrants of from Bremen and Hamburg yesterday for New-MISS ANDERSON REACHES LONDON.

sion of the Parnell Commission this merning Sir Charles Russell resumed and finished his speech in defence of the Parnellites. He undertook to show money Mr. Parnell gave Byrne, which the prosecution alleged was given for the purpose of enabling Byrne to escape, was meant by Mr. Parnell to be used for the ordinary purposes of the National

League, and that Mr. Parnell did not know that Byrne was in peril of arrest.

New-York

The court, Sir Charles said, was trying the histor of the Irish revolution. He asked that fair and generous consideration be given it. If prosperity was returning to Ireland, thanks he to God! But affairs were unhealthy in that country where the people considered the imprisoned members of the House of Commons heroes and martyrs. Sir Charles declared that he did not speak merely as the advocate of the accused members of the House of Commons, but for the land of his birth, and, he believed, in the best' interests of England. The inquiry, which was intended to be a curse, had been a blessing. It had been designed for the purpose of ruining one man, but had proved the means of his vindication.

SIR CHARLES'S SPEECH ENDED.

THE ELOQUENT ADVOCATE IS WARMLY CON-

GRATULATED ON HIS EFFORT.

London, April 12.-Upon the opening of the see-

In his peroration, which lasted half an hour, Sir, Charles Russell said: "In opening our case, I said that we represented the accused. The positions are now reversed. The accused sit there (pointing with in-dignant seorn at Mr. Walter and Mr. Macdonald, of "The Times"). This inquiry will not only vindicate in dividuals, but it will remove all misconception of the character, action and motives of the Irish people and their leaders. It will set earnest, honest minds to thinking, and will hasten true union and effect a true reconciliation. It will dispel the weighty cloud that has darkened the history of a noble race and dimmed the glory of a mighty Empire."

There was a sensation in the court-room when Sir Charles finished his speech. It is the general opinion Charles finished his speech. It is the general opinion of his hearers that he never spoke better. When Sir Charles had finished, Presiding Justice Hannon passed a note to him, in which he said: "I congratulate you. Your speech was a great one and worthy of a great occasion." Mr. Gladistone and other friends warmly congratulated Sir Charles, Mr. Parnell and Mr. Davitt. The Archishops of Dublin and Cashel will be among the witnesses who will testify for the defence.

The court adjourned until April 30.

Mr. Parnell will accept the freedom of Edinburgh after giving his evidence before the Commission.

Sir Charles Russell's speech before the Parnell Commission will be reprinted in pamphlet form for circulation in Great Britain, America and the Colonies.

SECRET EXECUTIONS IN MEXICO. FOUR MEN SHOT FOR AN ATTEMPT TO KILL

PRESIDENT DIAZ.

A private letter received in this city yesterday from the City of Mexico, says:

"Four of the men arrested on the charge of being implicated in the derallment of President Diax's train a few weeks ago have been shot. The execution was carried out quietly, as not infrequently happens in such cases in this country. Newspapers and news agencies did not publish the fact, as editors stand in wholesome awe of imprisonment, and do not give publicity to events which the Government authorities prefer should remain in obscurity. Many think that General Gonzales will succeed to the Pres'dency before eighteen months have passed."

THE "COLOGNE GAZETTE" ADVISES THE PRES IDENT TO RECONSIDER HIS NOMINATION.

Berlin, April 12 .- The "Cologne Gazette" advises esident Harrison to reconsider the nomination of Mr. Bates to be a Commissioner to the Samoan Conference. In the course of a long editorial it says:
In Europe it is not the custom for a political agent, previous to his departure on a mission, to announce to the world in a newspaper, as Mr. Bates did, his views on disputed questions with which he is about to deal in a diplomatic capacity. The Americans, however, have a way of their own in diplomatic matters, and the Old World will have to get accustomed to the ways of the New World."

INSTRUCTIONS TO THE SAMOAN COMMISSIONERS Washington, April 12.-The final instructions to Department of State after they had been considered in Cabinet this afternoon. They were dispatched by a special messenger to the Commissioners, who are now in New-York, and will sail to-morrow for Europe.

AN IMPRISONED MEMBER ILL.

Dublin, April 12.-James Lawrence Carew, member

HAILSTORM IN THE ALLEGHANIES.

BARNS DESTROYED BY LIGHTNING-BUILDINGS UNROOFED.

Baltimore, April 12 (Special).-Reports from moun tain towns along the West Virginia and Maryland border tell of terrific thunderstorms in that region to-day. This morning the temperature was at summer heat, and toward noon a furious storm of wind and rain broke over the mountains. John Metzell, of Elk Gar den, W. Va., and two horses he was driving were killed by lightning. Several barns and other build-ings in the track of the storm were burned. The atmosphere in and around Baltimore to-day has been sultry and stifling.

Pittsburg, April 12.-A heavy thunder, wind and haff storm visited portions of Western Pennsylvania and Eastern Ohio to-day. At Franklin, Penn., a large from tank containing 3,000 barrels of naphtha at the Union Refinery was burned. At Masontown, Ponn., the roof of the new public school building was lifted off, plate-glass windows broken and store fronts blown The storm was accompanied by hail. At Steubenville. Ohio, hailstones as large as eggs fell, breaking photographers' skylights and many windows. In this city there was a heavy thunderstorm and large ballstones fell, but no serious damage is reported.

Wheeling, W. Va., April 12.-From 6 to 7 o'clock this evening a ferce thunderstorm provailed here, and some good-sized halistones fell. A barn belonging to Charles Adolph, across the river, was burned with its contents, including live stock. Loss, \$3,000; insurance, \$200. The storm lasted several hours.

A SHIP SURROUNDED WITH ST. ELMO'S FIRE. The captain of the steamer Tropic, from Progreso reports a peculiar experience in the storm off Cape
Hatteras on April 6. In addition to the hard gale
there came up a heavy thunderstorm in the afternoon
which continued at intervals during the night, accompanied with sharp lightning. About 5 a. m. a ball of fire fell close to the ship, completely surrounding her with globules of St. Elmo's fire. The engines became deranged on the same morning, and it was not until Wednesday that they were got to work The gale continued with great force, meanwhile, and to break down the sea cil was distributed on the water through pipes on the side of the ship. One of the sea smashed the upper bridge and carned away one of the life boats and did other damage.

THE STEAMER CONANICUT ON THE ROCKS. Newport, R. I., April 12.-In a thick fog this morning, the steamer Consnicut, running to Jamestown, ran ore on the rocks in the outer harbor, making a large hole in her hull. The passengers were landed in the tug Fairy. A wrecking schooner went to her as-The officers say that the bell on Rose Island was not rung. The accident caused much excitement. lany passengers, metuding some school children, were unded by the steamer's boats on Rose Island and thence taken to Newport on the Fairy. A number of teams are still on board. The damage is not believed to be very great if she can be got off easily, but it is feared that this may not be possible. The Conanicut was floated at the rising of the tide this affermen.

INCREASE IN BALTIMORE'S COLORED VOTE. Baltimore, April 12 (Special).—The Democratic leaders are greatly exercised over the increase in the colored vote in Baltimore as shown by the census just ompleted. The total number of voters as returned by the census is 101,568, of whom 86,381 are white and 15,212 colored. During the last year there has been an addition of only six white votes, while the increase of colored votes is 325. The real cause of the increase in the number of colored voters is that under the now election laws their names cannot be so easily stricken from the registration lists.

AR ISLAND SUBMERGED BY A TIDAL WAVE.

Beanfort, N. C., April 12.—In the recent gale, Portsmouth, a narrow island near Corraction in the houses and there were fixed. The water rose high in the houses and there was great destruction of property. The inhabitants inock to the heusetops, remaining there until the storm was great destruction to property.

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BALFOUR'S POLICE ORDERS. anything about the newspaper criticisms regarding her health, laughingly remarking, "10 I look like giving up yet?"

FOR STEALING PUBLIC MONEY. H. F. BEECHER AND HIS COMPANIONS

> INDICTED. THE LONG-CONTINUED DEPREDATIONS ON

PUGET SOUND AT LAST INVESTIGATED -RECORDS MUTILATED AND MISS-

Portland, Oregon, April 12 .- " The Oregonian" to-day prints the following dispatch from Port

The United States Grand Jury have found twenty-five indictments against William Harned, ex-special deputy collector; eleven against Herbert F. Beecher, ex-Treasury agent, and twelve against Quincy A. Brooks, for stealing from the Government. The records and accounts have been thoroughly overhauled and presented to the Grand Jury for the first time in many years, by Government officials sent from Washington by the Department to make personal investigation of the charges preferred by press and public. In January, Leslie Cullom, acting Collector, and L. L. Lupton, first Auditor of the Department, began the investigation. Special Treasury Agent Crowley had previously partially examined the customs accounts and dismissed Harned. The records were examined, going as far back as April. The first thing found was that vessels had been overcharged in entrance' and clearance and private receipts issued. The Government receipts came out of what was called the "Blue Book," many of the pages being destroyed and white receipts issued instead. By this method vessels were swindled out of small sums amounting to a few dollars each, which aggregated many thousand dollars a year. In another part of the records a case was found where a payer was charged in some instances many hundred dollars more than were credited. An incident was cited when the British steamer Sardony charged \$920, only \$329 was paid to the Government. Another vessel paid \$225 and was credited with \$165. Wa-Chong, of Seattle, paid \$1,825 and was credited with \$1,641. Two thousand "Blue" or Government receipts were found in a mutilated condition, concealed in various parts of the office. The largest steal discovered was for duties paid on the cargo of the British bark Madeira, from Liverpool, last June Duty to the amount of \$6,038 was paid, and the Government received \$5,044. The records, however, indicated that no money was paid during the menth, One of the consignees, James Griffiths, claimed to have paid Harned the amount. Harned acknowledged appropriating money. He took a acknowledged appropriating money He took a bag containing \$2,000 to Acting Collector Cullom to make good his accounts. The clerk of the district of Scattle holds re-

The clerk of the district of Scattle holds receipts for \$1,660, and only \$3.73 is credited to the Government for the entire month. Harned admits getting the money, but cannot account for it. The master of the barkentine Amelia paid a fine of \$1.00 of which there is no mention in the records. After Harned was dismissed over \$12,000 was found in various parts of the office, secreted under the capets, in flower pots, pigeon-holes and other places. Records of the daily receipts during the latter part of Beecher's time are also missing from the office. Brooks is short \$15,600, in addition to illegal fees collected amounting to another \$15,000. All are specifically charged with extortion, removing public records and fabilitying accounts. There are 63c opium stamps missing, valued at \$5 cach, besides a large number of Chinese return certificates, which have been missed since the passage of the which have been missed since the passage of the Chinese Restriction Act. Harned and Beecher will be arrested to-morrow and placed under \$5,000 bonds. They refuse to make any statements. Brooks is in Washington. Harned is worth \$40,000, and has many warm personal friends on Deset Sound.

THE LITTLE HEBREW WAS PERSECUTED HIS PLAYMATES PILLED RIS MOUTH WITH

FILTH AND MALTREATED HIM

UNTIL HE DIED. The death of the little Hebrew boy, Tobias Hippert, at No. 1,614 Second-ava, was being investigated by Coroner Levy yesterday, and there was an examination also at the Harlem Police Court. An autopsy showed that the child had been injured internally and had suffered from contusion of the brain. His head was covered with bruises. He was five years old and small for his age. Sirs. Hipport said that he was playing with other children in the street on Wednesday, and to four months' imprisonment for offences under the centered the house in the afternoon in company with contrary. When sighted by the City of Chester on Monday Willie Lutz. That night he vomited and complained of pains in his back and stomach. In his sleep he cried out, "Oh, Willie Lutz!" He died on Thursday even-Mrs. Hippert said her son Samuel, seven years old, had been made sick previously by the persecutions

of the Christian children in the tenement house.

Willie Lutz was arraigned at the Harlem Police Court. He is a sturdy German boy, ten years of age. Lawrence Hessinger and Herman Sancke, two of his playmates, said they saw him throw little Tobias down on the sidewalk and stuff his mouth full of filth from the street. Willie said that the Hessinger boy knocked little Tobias down and that Eddie Dorr pushed Tobias into the area at No. 1,612 Second-ave. Tobias did not ery, but felt of his stomach and said if ached. Justice Murray placed Willie Late in the custody of the Society for the Prevention of Cruelty to Children, pending the Coroner's investigation, and let the other children go in the care of their parents. THE DREW IN COLLISION WITH A SLOOP!

Poughkeepsie, N. Y., April 12 (Special).-The collision between the steamer Drew, of the People's Line, with the sloop Revenue, of Athens, at 1 o'clock this morning, near Esopus Island, narrowly escaped being a serious disaster. According to the statements of Captain Collyer, of the Revenue, and Walter D. Howard, his first mate, the pilot of the Drew was greatly at fault. They say the sloop was just south of the Esopus lighthouse, salling north, the Drow being 600 feet to the eastward, headed directly south. Suddenly the Drew altered her course, and in a minute her guard struck the Revero's bowsprit, slewing the sloop around. The Drew's wheel then struck the sloop, tearing away her rigging, and her mast went overboard. The crew of the sloop hastily took to the They had got only a few feet away from the sloop when she went down, bow first, into forty feet of water. The crow of the sloop say that immediately after the collision the Drew sailed away, nobody or board of her saying anything. When the Drew was a quarter of a mile south of the point of collision she signalled the steamer Ansonia, coming north, that the Drew had struck a boat of some kind, and asking the Ansonia's officers to look out for the wrecked erew. The Ansonia picked them up, and took them to Sangor-ties. There was a little haze at the time of the col-lision, but the moon was up.

CHARGES AGAINST A PRISON WARDEN. Hartford, April 13 (Special).—Charges affecting seriously the character of Warden Chamberlain, of the State prison, have been made by the matrons to the Hoard of Charities, and they have laid them before the Board of Directors, and an investigation will be ordered. Mrs. Carpenter, who is the matron, says that upon a certain pay day the warden, as she took the envelope from his hand, put his arm around her neck and kissed her, much to her disgust, and that he indulged in other indiscretions of a more serious character. Another lady, who lived in East Hartford, has made charges of a serious character against the warden's treatment of her when visiting the prison. Several of the women prisoners have also made charges against the warden. Mr. Chamber-lain says that the whole case will be investigated by the directors as soon as they can come together. The result will prove that there is no truth in the charges.

ONLY 1 1-10 PER CENT FOR THE CREDITORS. Philadelphia, April 12 (Special).—The report of John Lewis, auditor of the accounts of William F. Harrity, sesignee of the estates of Ladner Brothers, the banks who served a term of imprisonment for embesziement, was filed in the Common Pleas Courts to-day. The total liabilities proved against the firm amount to \$333,352 20, and the assets for distribution amount to 83,665 68, resulting in a dividend of 1 1-10 per cent to the firm's creditors, who number about 150.

TUMBLING DOWN A PRECIPIOE UNBURT.

WRECKED IN MID-OCEAN.

THE STEAMER DANMARK LOST. SEEN BY THE CITY OF CHESTER FLOATING AS A DERELICT.

NO CNE WAS ON BOARD AND THE LIFEBOATS WERE GONE-IT IS HOPED THAT THE PAS-SENGERS AND CREW ESCAPED AND WERE PICKED UP BY SOME OTHER

VESSEL-THE WRECK WAS IN THE PATH OF TRANSAT-LANTIC STEAMERS, ABOUT 600 MILES OFF THE COAST OF IRELAND.

Intense excitement was created in shipping circles yesterday by the receipt of a dispatch announcing that the steamer Danmark, of the Thingvalla line, had been passed in mid-ocean in a wrecked condition, with no sign of life on board. The first information of the disaster was so indefinite, however, as to give rise to the hope that it was false. Unfortunately, however, the investigations which were instituted at once by the agents of the line, Messrs. Funch, Edye & Co., No. 27 South-William-st., only served to confirm the sad tidings. The dispatch sent from London read:

City of Chester, Queenstown, reports passed derelict steamer Danmark Monday. Decks aft, and sails, in pieces. Cream funnel, black top, broad white band in , with black star. Latitude 45 degrees 55 minutes north, longitude 37 degrees 16 minutes west

Further particulars had not been received at a late hour last night, leaving the fate of the passengers and crew who had abandoned the stricken vessel as well as the cause of her present ondition entirely in doubt.

The Danmark was formerly the Jan Breydel, of the White Cross Line, and ran between this port and Antwerp for several years. She was a water ballast vessel, built at Newcastle, England, in 1880, but was overhauled and repaired last year, and prepared to carry steerage passengers. Her name was then changed to the Danmark. was an iron vessel with six water-tight bulkheads, was 340 feet in length, with forty feet beam, twenty-six feet depth of hold and 3,414 tons displacement. She was barkentine-rigged.

THE NUMBER OF PEOPLE IN PERIL. When the Danmark sailed from Suinemunde, on March 19, she was in command of Captain C. B. Kundsen, with Herr Rand as first officer. She left Christiansand, her last port, on March 26, and had no accident occurred should have arrived here on Tuesday or Wednesday. She carried at the time fifty first-class passengers and 600 steerage passengers, which with the crew made a total of over 700 persons who may have perished. When sighted by the City of Chester the Danmark was in the track of the transatlantic steamers and about 600 miles off the Irish coast. There is, therefore, a possibility that the Aller, of the North German Lloyd, which follows the same course, may have rescued the people aboard the disabled vessel. This possibility fills the breasts of interested persons with hope. The lifeboats had all been removed from the davits of the Danmark, a fact which, added to the knowledge that the steamer when inst seen was still affoat, indicated that there had been no haste in leaving her, and that time had been given the passengers and crew to get

The officers of the steamship Eider, of the North lerman Isloyd, which arrived here yesterday, had seen nothing of the Danmark, although the Elder passed over the same course which the City of Chester followed. It would seem, therefore, that the accident, of whatever nature it was, occurred after April 6, the date on which

the Eider was in that neighborhood. A STATEMENT BY THE VESSEL'S AGENTS. The agents of the Thingvalla Line sent the following statement to the Associated Press:

As some of the comments on the reported loss of the anish steamer Danmark express the approbension that this disaster may have been accompanied by heavy loss of life, we beg leave to state, for the benefit of all persons who have friends on board the Ri-fated boat, our belief to the degrees 16 minutes west, the decks aft and the sails were in pieces, but the vessel was fleating, and although the reporting steamer expressed the belief that she would shortly founder, this did not occur during all the time tha elapsed from the hour she was first sighted until lost sight of. The Danmark was floating directly in the track of the transatiantic steamers, and we believe beyond peradventure that the passengers and grew were taken off some time, possibly as far back as a couple of days, before the City of Chester sighted the wreck, since the Danmark, having left Chester sighted the wreck, since the Danmark, having left Christianssand on the 28th of March, should under ordinary circumstances have advanced considerably beyond the po-sition found in. If the wrecked passengers and crew had not been picked up, they would naturally, even if em-barked in beats and on rafts, have remained in the neigh-borhood of the wreck, the presence of which would be much more likely to attract the possing steamers than small beats or rafts would. The Chy of Chester evidently did not find the slightest wrockage near the vessel, such as might be or rates would. The CRy of Chester evidently did not find the slightest wrockage near the vessel, such as might be attributable to smashed or otherwise incapacitated boats. while the steamer bore no sign whatever of human life. We confidently believe, therefore, that with the possible exception of single casualties such as may occur during the transfer of so many people from one vessel to another, the passengers and crew of the Danmark are safe, and will ere long be heard of as on beard of one of the transmillantic

ANXIOUS INQUIRIES AT THE COMPANY'S OFFICE At the passenger office, No. 14 State-st., about twenty-five people called during the day. John Rath, who was in charge, was able to reassure them in some degree. The reason why so few called on him he explained by saying that the relatives and friends of most of the passengers were farmers in the West, and that few of those

were farmers in the West, and that few of those who lived near by were readers of papers printed in the English language.

Morris Stover, a farmer from Massachusetts, called at Castle Garden, and said he was looking for a nephew and his sweetheart, both of whom he expected to arrive on the unlucky steamer. It was with much difficulty that he could be persuaded that the worst had not yet befallen them. It is probable that the number of inquiries at the company's offices will be much larger to-day.

A TALK WITH MR. EDYE.

H. W. O. Edye, when seen by a reporter, felt that there was good ground for the belief that the passengers and crew were saved. He said: "I should not be surprised if the passengers and crew were brought in by the Aller or some of the other steamships which are due to-morrow. The Danmark was well supplied with life boats, rafts, and

steamships which are due to-morrow. The Danmark was well supplied with life boats, rafts, and life-saving appliances, and was right in the pathway of ocean travel at the time the accident occurred. I think it probable that she reached the point where she was sighted two or three days before April 8. That would be about 3,590 miles from Christiansand by way of the Shetland Islands. She was an easy-going sailer, and steamed about 250 miles a day. The suggestion that she may have been overhauled by the Island, which left Christiansand four days later, I am not inclined to regard with much favor. I think it more likely that the Danmark was overhauled by some of the other steamers, and fanny that the accident took place only two or three days before the Chester sighted her.

"One reason why I think it is more than likely that all were saved is because they would have stayed by the ship if the case were otherwise. The fact that they did not seems to me to be almost proof positive that they found some means of escape. At all events, by next Wednesday I think we shall know the best or the worst. Captoin Kundern was a plucky man and an able officer. He would have stayed by his ship till the last. The dispatches indicate that the Chester took careful observations, and that the Danmark was injured about the stern. She was low down in the water aft and high at the bows. If she was stove in by a collision, this would indicate that two water-tight bulkheads in the stern were filled up, while the remaining four held out. It does not necessarily follow, however that the damage was caused by a collision. It may have been done by 'nering' in a heavy storm."

the accident was caused by "racing." This is a storm, when the stern will frequently be hoisted clear out of water by a heavy wave. Then the propeller will fly around like a pin-wheel on a stick. When this takes place, the shaft is often twisted or snapped in two, or else the blades of the propeller fly off and penetrate the sides of the vessel, tearing a large rent in its hull, which it is impossible to cover. Even if partially stopped, the leak is liable to be so heavy that the vessel must necessarily be abandoned. The same captain also made the statement that the Danmark had been lying frozen up in the ice at Copenhagen nearly all winter.

As the passenger list and list of the crew did storm, when the stern will frequently be hoisted

all winter.

As the passenger list and list of the crew did not arrive with the Eider, it is hoped that they will come by the Aller, which is due to-day. The dispatches sent when the Danmark sailed merely said that the number of passengers was 650, and the crew, it is presumed, as already stated, will number about sixty. There were accommodations on board for passengers in the second cabin, but no provision was made for first-cabin passengers. cabin passengers.

The value of the steamship is put at \$300,000,

and that of the steamship is put at \$300,000.
and that of the cargo between \$70,000 and
\$80,000. It was a general cargo of 1,500 tons,
or thereabouts, though the steamer has a carrying
capacity of 3,200 tons, exclusive of its coal

Supply.

There are four other steamers in the fleet of the Thingvalla Line, besides the Danmark. The Island is now on her way here, the Thingvalla left Christianssand on April 6, the Hekla arrived there on March 30, and the Norge is on the other side.

ROUGH PASSAGE OF THE BRITANNIC. The White Star Steamship Britannic arrived from Liverpool at 7 p. m. last evening, having been delayed half a day by rough weather. She had not seen or heard anything of the Danmark. Captain Parsell said to a Tribune reporter that his vessel had encountered bad weather nearly all the way over, especially on Saturday last, when there was a high gale from the northwest, with an extremely heavy sea. Several huge waves swept over the stamer, one of them slightly damaging the bridge, but no serious injury was caused. The passengers suffered a great deal from the bad weather, and on the second day out a cabin passenger named B. Norman fell on the deek and broke his arm. The Britannic carried 950 steer-

broke his arm. The Britanniage and 170 cabin passengers. The Britannio carried 950 steer-

A STRIKE BEGUN IN ST. PAUL-THE ATTEMPTS OF THE RAILWAY COMPANY TO RESUME BUSINESS IN MINNEAPOLIS FOILED.

NO STREET CARS IN THE TWIN CITIES.

St. Paul, April 12.-The street railroad men of this city went on strike this afternoon, following the example of the employes in Minneapolis. An effort to obtain concessions from the company was unsuccessful. In Minreapolis the street-car company made its first formal attempt to raise the strike shortly after 1 p. m. The move was made at the Fourth-ave, car barns. A special detail of policemen was on hand to ride in the cars and see that order was kept. President Lowry and Manager Goodrich drove to the spot in a carriage to see the first wheel move. The car started, but had not gone twenty feet before it was stopped by the men. The horses were unhitched, and the car was shoved back into the barn. The policemen made no arrests.

The strikers offered to submit to arbitration? but President Lowry refused to entertain the proposal, saying that wages had to be reduced. A striking motor engineer, Charles Reynolds, was set upon by two special policemen and severely clubbed this morning. The assailants were promptdischarged from further duty. A few minutes before 4 p. m. this afternoon there was serious disturbance in Washington-ave., near First-ave., south. A Fourth-ave. car had with great difficulty made its way to the turntable, and was on its way back. It was surrounded by a huge and excited crowd, who hurled abuse of all sorts at its occupants. Finally, some one set the brake on the rear platform and stopped it. At this juncture a squad of mounted policemen dashed out of the alleyway from the Central Police Station, and rushed at full speed into the crowd with clubs drawn. They arrested three men and retreated.

A number of express wagons filled with strikers were driven in front of the car, making a complete blockade. The driver of the car finally unhitched his horses and went off amid the cheers of the crowd, leaving the car standing on the track. At 4:29 another car made its appearance in Washington-avo, from the barn. The mounted in Washington-ave, from the barn. The mounted police made a way for it through the crowd, and it finally reached the turntable. On its way back the car was blockaded by two wood carts, at Washington and Hennepin-aves. The crowd hooted and yelled, and then the car stuck. Finally the driver became disgusted, and unnitching his horses drove off. By this time there were two cars standing on the avenue, and there was a huge crowd. The police arrested another man and took him off to the station. There had been much throwing of rotten eggs and stones, and excitement ran at fever heat. Three mounted policemen charged upon the crowd, throwing down several people and injuring a number. Several arrests were made at this time, and one man was unmercifully clubbed by six or seven policemen. The noise frightened the car horses still more and the drivers and officers found it expedient to take them away from the car, the crowd readily yielding. The attempt to move the cars was abandoned for the time. After this the crowd became less demonstrative and gradually disappeared, leaving the two cars on the track, one near Hennepin-ave., and the other near Third-ave., south. made a way for it through the growd, and near Third-ave., south.

"PATENT APPLIED FOR" NOT A PROTECTION. Detroit, Mich., April 12.—An important decision was rendered in the United States District Court yeserday by Judge Brown. Asa W. Straight, an inventor of a burner for a gasoline stove, upon which he had applied for a patent, brought suit for an in-junction against Clayton and Lambert, who had improved Straight's burner, claiming that the device patent applied for" on his burner protected him. Judge Brown held that the device is no protection and the court cannot grant an injunction, as it can not assume that the patent will be granted by the Commissioner. He further says that patentees have no rights at common law and the statute makes the life of a patent seventeen years. To grant such an injunction would be to give the patent more than its statutory life, for, if granted at all, it might not be for months after the application was filed. The bill was therefore dismissed for want of jurisdiction. not assume that the patent will be granted by the

CRUELTY IN A STATE PRISON. Pittsburg, April 12 (Special).-Frank Curry, an ex ceper at the Western Penitentiary, to-day preferred nine serious charges against the management of the institution, in which 681 prisoners are incarcerated. The charges were addressed to the State Senate Committee on Appropriations, which came here to-day to investigate the financial needs of the penitentiary. Senator E. E. Robbins, of Westmoreland County, will lead the prosecution of the investigation. The most sensational charges relate to the cruel treatment of prisoners. The other charges include favoritism in letting a contract for the repairing of the warden's private carriage, drunkenness of heepers, favoritism whereby certain convicts are granted commutation of time and relieved from duty, and the like.

GOV. AMES NOT A CANDIDATE FOR RE-ELECTION. Boston, April 12 (Special).—The "Journal" will mnounce to-morrow that Governor Ames some time ago made plans for next year which would proclude his acceptance of another term. This has been known to many of his friends. Reports and rumors having become current of late regarding the position which he occupied in relation to a renomination, the Governor has written the following:

ernor has written the ioliuwing.

8tate House, Boston, Mass., April 12, 1889.

To the Editor of "The Boston Journal":

Will you do me the favor to announce through your
columns that I shall not be a candidate for re-election
as Governor for the coming year?

OLIVER AMES. Governor Ames's retirement leaves the field open

There are but two prominent candidates yet named, William Crapo and Lieutenant-Governor Brackett, LEAPING FROM A HIGH BRIDGE.

Cincinnati, April 12.—Meredith Stanley, of this city, yesterday made the most remarkable leap on record. It was from the high bridge on the Cincinnati Southern Railroad over the Kentucky River. The height is 285 feet. He selected a place where the water is twelve feet deep, and attired in silk tights and slippers damage was caused by a collision. It may have been done by 'neing' in a heavy storm.'

HOW STEAMERS ARE GFTEN INJURED.

An old captain who was seen at the passenger affice of the line was inclined to the helief that

WIRES MUST COME DOWN.

THE MAYOR MAY CLEAR THE STREETS BUT NOT THE ELEVATED STRUCTURES!

OPINION OF JUDGE WALLACE-TO START WOOD AS SOON AS THE OFFICIAL PAPERS

ARE RECEIVED. The Western Union Telegraph Company; on behalf of which an injunction was obtained from

Judge Wallace, of the United States Circuit Court, last week, restraining the Mayor and Board of Electrical Control from interfering with the poles and overhead wires of the company, met an almost entire defeat in the suit yesterday. Judge Wallace filed his opinion yesterday in the clerk's office of the Circuit Court. He holds, against the argument of the Corporation Counsel, that the United States Court has jurisdiction of the suit He dissolves the injunction previously granted, holding that the telegraph company is subject & reasonable police regulations by the State, and that the laws relating to the subways are police regulations and are reasonable. He decides, however, that the placing of the wires on the elevated road structures cannot be interfered with. The decision is in part:

The case presents the general question whether cortain acts of the municipal authorities of the city of New-York, respecting matter of grave local concern, done or about to be done, pursuant to powers devolved upon them by the Legislature of the State, are such an invasion of the paramount authority of the National Government as to concer them unwarranted. Telegraph companies that paramount authority of the National Government at render them unwarranted. Tolegraph companies that have accepted the restrictions of the law of Congress of July 24, 1866, become, as to Government business, agencies of the General Government, and are given the privilege to "construct, maintain, and operate" lines of telegraph over and along any post-road of the United States, but no state of the privilege to th so as to interfere with "the ordinary travel" on such ros All the streets of the city of New-York are post-ros All the screens of the because they are letter-carriers' routes, and all railreads are post-roads. The complainant accepted the provisions of the law of Congress in 1867...

It is not open to discussion that the complainant is

nt under State authority upon the rights and immuniment under State authority upon the rights and immuni-ties expressly granted to it by the acts of Congress, or which it enjoys in its dual capacity as an agent of the General Government and an instrument of incersate and foreign commerce. . . Nevertheless, persons and corpo-rations enjoying grants and privileges from the United States, exercising Federal agencies, and engaged in inter-state commerce, are not beyond the operation of the laws of the State in which they reside er cerry on their busi-ness; and it is only when these laws incapacitate or unness; and it is only when these laws incapacitate or un reasonably impede them in the exercise of their Federal privileges or duties, and transcend the powers which each state possesses over its purely domaxtic affairs, whether of police or internal commerce, that they invade the National jurisdiction. The statutes which the defendants are proceeding to enforce unquestionably belong in the category of police regulations, the power to establish which has been left to the individual States. . . It is to be considered whether the statutes in question or the acts of the defendants under them can be defended under the State power of police regulation what is proposed to be done exceeds in any respect the boundaries of legitimate regulation and encreaches upon the rights of the complainant, founded upon the law of Congress, or incidental to the nature of its commerce.

Judge Wallace says that the law of 1887 is valid, and that the question is as to the reas ableness of the regulation, and whether the losses and inconveniences to which the complainant may be subjected are not such as may justly be exacted of every citizen and p. perty-owner for the common good. "It is not apparent," he says," "how the regulation proposed impairs in any just sense the privilege granted to the complainant by the law of Congress." The opinion goes on: The legislation in question does not conten

regulation which is not practically feasible, but what is prescribed, if judiclously enforced, can be compiled with by the companies operating wires without serious detriment to their instrumentalities. ment to their instrumentalities. . . There is set doubt whether the powers conferred by these statutes not nugatory to the extent that they permit the plainant to be deprived of its right to maintain operate its wires upon the structures of the elevated rall-way. That rallway is an independent post road of the United States in legal contemplation, carved out of the streets upon which the structures are erected; and State legislation, under whatever power it may be classified, is impotent to destroy the privilege given by the act of Congress. The power to remove the wires altogether Congress. The power to remove the wires altogether from these structures, and to refuse to permit them to be kept there under any circumstances is not regulation, but is equivalent to a complete denial of the privilege. Insamuch as the maintenance of the wires of the complainant upon the structures of the railway company is not at present attended with any public inconvenience. not at present attended with any public inconvenience, and the question is one of sufficient novelty and im-portance to be considered by the court of last resort, any, doubt should be resolved in favor of the complainant for the purpose of its temporary protection.

Judge Wallace says that while the complainants say the subways are defective, the defendants deny that they are, and as the city authorities are apparently acting in good faith their determination is conclusive. He closes:

An order will be entered danying an injunction and vacating the stay heretofore granted as respects the re-moval of the complainants' poles and wires from the streets, and granting an injunction against any interference by the defendants with the complainants' use of the structures of the Manhattan Railroad Company for operating and naintaining its lines.

As Judge Wallace is still in Syracuse the formal order will probably not be prepared and signed for several days.

Mayor Grant expressed much gratification when he learned that Judge Wallace had dissolved the injunction. The Mayor said that he was not at all surprised by the decision of the court, and had predicted exactly this result on the day that he was served with the process. He added: "As soon as I am in possession of the official papers declaring the action of the court, I shall issue my order to the Commissioner of the Department of Public Works directing him to remove all the poles and wires in the subway districts. It will be framed carefully to specify the streets and localities which are to be relieved of the incumbrances."

Commissioner D. Lowber Smith said that he was Commissioner D. Lowber Smith said task and all ready to receive and act upon the Mayor's order. "In districts supplied with electric light," Mr. Smith said, "where the poles and conductors are removed, I have made provision for turning on the gas and lighting the street lamps again. I have already issued the necessary, orders, so that there will be no danger of leaving the reache in darkness."

the people in darkness."

At the Bureau of Incumbrances it was said yesterday that everything was in readiness for the Mayor's order when it came. As large a force of men will be employed in taking down the polesi wires, cables and electrical conductors as the inspectors as the Board of Electrical Control can use to advantage. Several hundred men will be called into service if there are inspectors to direct them. General Eckert, general manager of the Western Union Telegraph Company, said that he had not been informed officially of Judge Wallace's decision vacating the injunction. Until he had read the decision it was impossible to say what the company would be likely to do now. R. M. Gallaway, vice-president of the Manhattan Elevated Railway Company, thought that the decision that the city could not interfere with the wires of the Western Union Company on the elevated reads would answer all the purposes of the company. Secretary Moss, of the Board of Electrical Control, yesterday received a letter from General Manager W. H. Eckert, of the Metropolitan Telephony and Telegraph Company, saying that the company had completed the work of placing its underground cables in the subway in Forty-second-st., between Sixth and Madison aves., and that the conductor in the cables had been put in service, taking the place of the overhead wires between the points mentioned. the people in darkness."
At the Bureau of Incumbrances it was said yes.
At the bureau of Incumbrances it was said yes.

CUTTING DOWN ELECTRIC LIGHT POLES! Middleboro, Mass., April 12.-Trouble that has for several days existed between the town authorities and the Middleboro Electric Light and Power Company culthe Middleboro Electric Light and Power Company con-minated to-day in open warfare. This morning the electric light people were ordered to stop their work of creeting poles and building lines, but refused to obey. The selectmen began cutting down the polet-Mr. Pettingill of the electric light company triol to prevent this by standing on the saw and was arrowed. The selectmen do not recognize the Middleboro Electric Light Company, saying that no such company oxists.

GOVERNOR FORINGE GETTING BETTER!
Columbus, Ohio, April 12.—Governor Foraber is
improving rapidly from his recent injuries and expect
to be out in a few days. He is all right this morning